

# MOTORSPORT

REPORT



BMW Car Club  
of America  
Rocky Mountain Chapter



FALL 2022

The official publication of the  
Rocky Mountain Chapter BMW CCA



**BMW Car Club  
of America  
Rocky Mountain Chapter**



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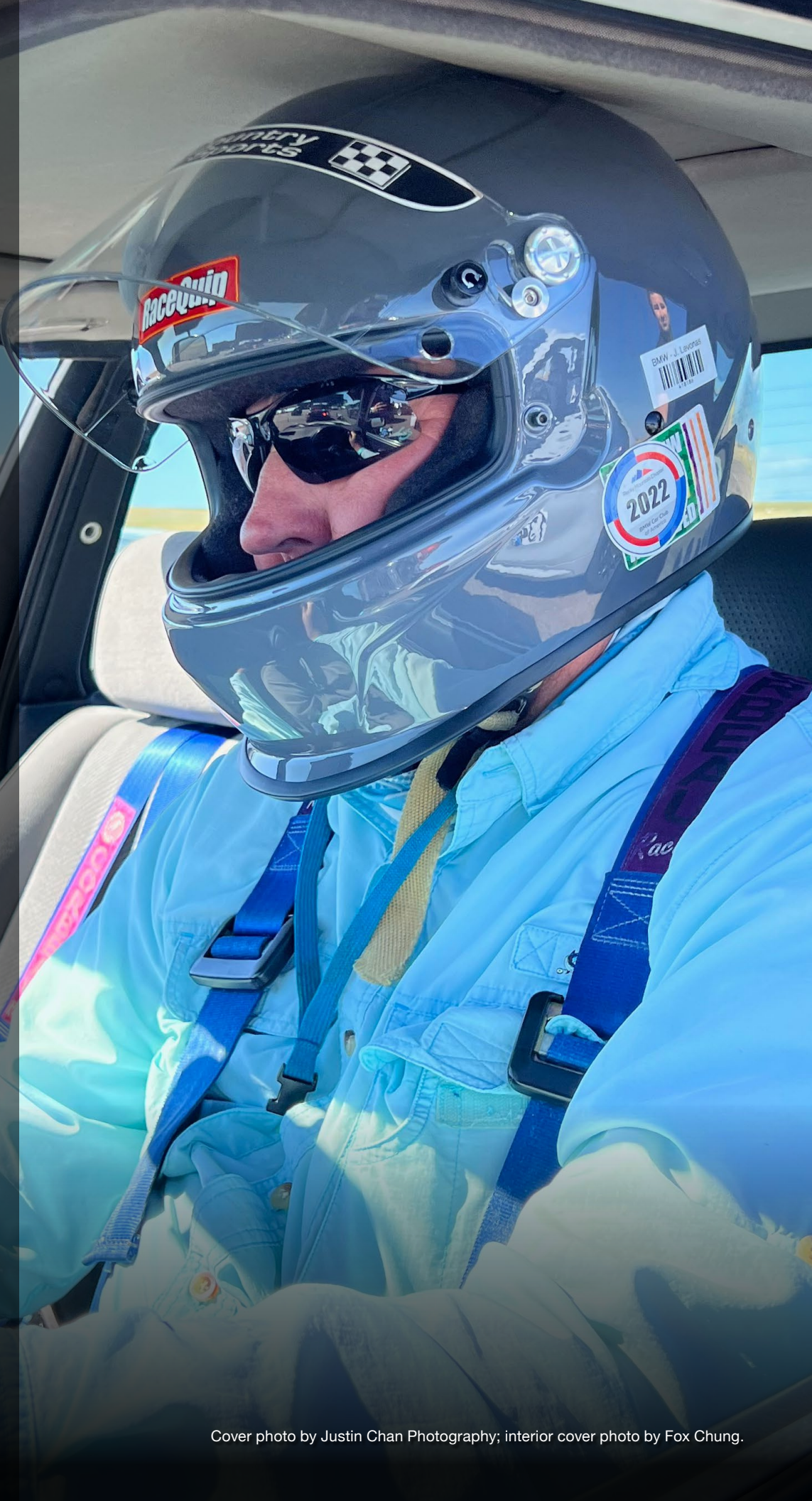
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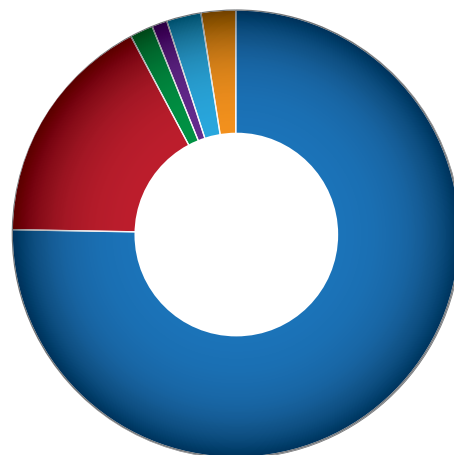


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Cover photo by Justin Chan Photography; interior cover photo by Fox Chung.

# RMC BMW CCA MEMBERSHIP REPORT

AS OF SEPTEMBER 4, 2022



## WELCOME NEW MEMBERS TO THE RMC BMW CCA!

Scott Aiken  
Matt Altevogt  
Don Amboyer  
Thomas Anthony  
Jason Bowman  
Matthew Brylo  
Korey Christensen  
Alexandra Christensen  
Reece Cochran  
Jonathan Davis  
Robert Evans  
Angelo Fernandez  
Tim Fries  
Danielle Fries  
Paul Ghioldi  
Andrew Godfrey

Will Golding  
John Jacobs  
Dave Landau  
Jeffrey Malehorn  
Brodie Mathews  
Max McMahon  
Rostislav Medvid  
Yuriy Medvid  
Sara Miller  
Jesse Mondore  
Sean Oneill  
Richard Ordonia  
Ian Peterson  
Henry Platts  
Hal Pottle  
Sam Radke

Jeanne Rosenthal  
James Salico-Diehl  
Rich Scholes  
Byron Schrader  
Jeremy Skinner  
Indiarto Soesilo  
John Stanton  
Sam Sterns  
Bart Stevens  
Robert Stewart  
Martin Stoehr  
Tamela Stoehr  
Randall Thornton  
Deborah Wagner  
Louise Williams  
Scott Williams

## 2022 CALENDAR OF EVENTS:

FOR THE MOST UP-TO-DATE INFORMATION ABOUT OUR UPCOMING EVENTS, PLEASE VISIT  
OUR WEBSITE AT: <https://rmcbmwcca.com/events/>.

### NOVEMBER

**November 9 - RMC Budget & Planning Meeting**  
6:30 pm – 8:00 pm

**November 30 - Closing date for submissions to the  
2023 Motorsport Report Winter Edition**

# MEET YOUR NEW OFFICERS



## 2023/2024 RMC BMW CCA Vice President Bryce Kliewer

I've always felt a certain draw to cars. At first because of how they looked then as I got older, how they drove. As I became more skilled behind the wheel, how I could push one to

the limits and now, older still, how they can bring people together. The BMW brand in particular has been at the core of this last progression for me personally and I continue to be blown away by the sense of community we can create around a brand and a love of cars.

I've been honored to be serving as the Vice President for the Rocky Mountain Chapter to help continue to build ways in which we connect over this shared love – car shows, drives, meetups, racing, autocross and others – it's common ground on which many of us have built lifelong relationships and I'm thrilled to be a bigger part of that community and to do what I can to expand it.

My vision for the club is a simple one: to create common ground over a shared passion of the BMW brand. If we can find a thing to unite us, which anyone reading this already has, most of the work is already done and the leadership of the club simply needs to create the events, activities, learning opportunities, competitive spaces, and continued sense of belonging to foster this. I'm looking forward to another circle around the sun in this role to help further expand our existing programs while evolving new opportunities to connect.

I'll see you behind the wheel.

– Bryce



## 2023/2024 RMC BMW CCA Treasurer Grady Hurwitz

I first tried autocross with the Houston Chapter in 2012 as a way to safely learn my new-to-me at the time E36 M3. Hooked, I continued racing with the Lone Star Chapter in Dallas through college and serving on their autocross committee.

Now finding myself at home with the Rocky Mountain Chapter, I'm excited by the opportunity to give back and contribute to the club that has given me so much joy over the years.

– Grady



# THANK YOU!

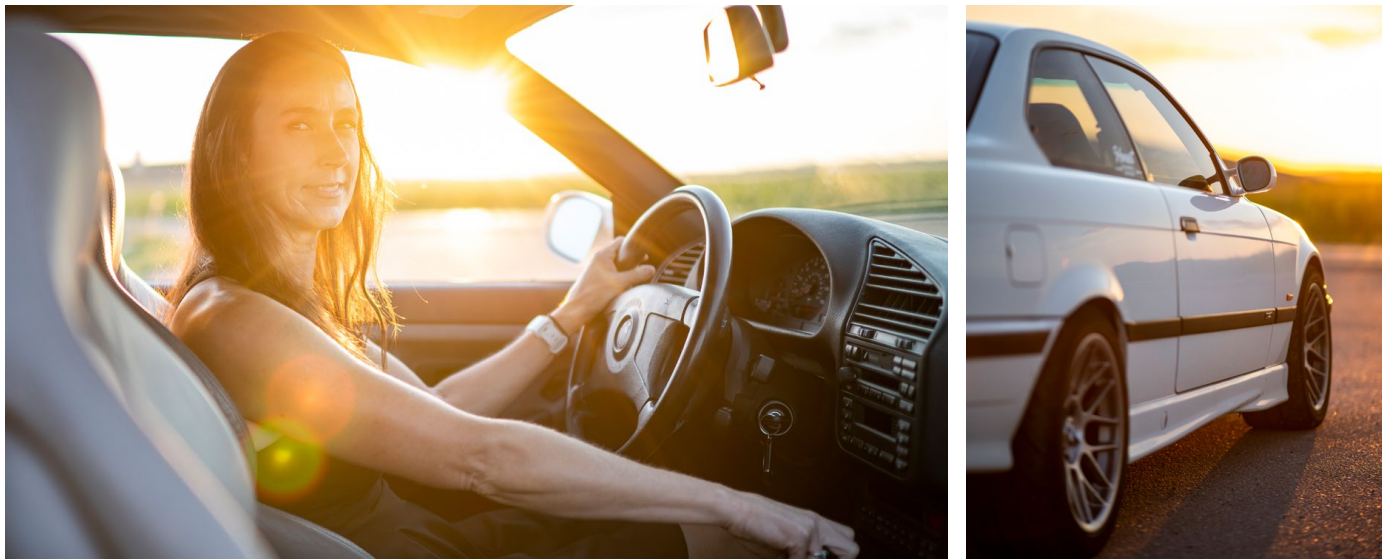
On behalf of the Rocky Mountain Chapter BMW CCA, we would like to extend our sincere gratitude to all of the volunteers, advertisers, and sponsors who have generously donated their time, expertise, talent, and financial support (and beer!) to help make our driving and social events safe and fun for our members.

Without the support from each of you, the success of these events such as the Ice Gymkhana, Spring/Fall Driving Schools, Club Racing, Autocross, Bimmer Burger Nights, and the Summer/Fall Drives would not be at all possible. Your commitment and support are greatly appreciated and incredibly invaluable to our club.

Thank you!

# WORDS ARE NOT ENOUGH: THANK YOU TO OUR MOTORSPORT REPORT EDITOR SUSAN RHODES

BY: FOX CHUNG



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Remember the first time you met a fellow BMW enthusiast and instantly knew you'd become fast friends? Well, that's how I felt when I first met Susan Rhodes nearly 8 years ago.

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If you ask Susan to recount the first time we met, she'll say that I was the one who came up to her, introduced myself with open arms, and made her feel welcomed and seen. Some of that is true but the way I recall it, she was the one who did all of that for me.

Susan is an incredibly generous, intelligent, funny, and thoughtful person. She's the type of friend that will go out of her way to say hello and follow-up on something small you may have mentioned in passing. Her ability to make you feel heard and appreciated is a skill very few people possess and is something that I admire about her most. Oh, and she's one hell of a driver!

If that isn't enough to describe the type of person Susan is, she's also generously volunteered her time as a Board member and Editor for the Rocky Mountain Chapter of BMW for the past 8 years. She has contributed a voice of balance to the Board and has brought heart and care to every conversation. On multiple occasions, I can recall her reframing conversations to ensure decisions were made in the best interest of our members. She brought

this same approach to her work on the Motorsport Report (MSR) magazine.

I've had the unique opportunity to collaborate with her on every issue of the MSR since 2015. With her editorial voice and attention, she not only nurtured the relationships with content contributors and advertisers, but also improved how the publication was organized, edited, and developed.

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Under her leadership, the MSR has been recognized by BMW National as one of the best chapter publications in the country.

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This year will be Susan's last as the official Editor of the Motorsport Report, and her voice will be missed.

Thank you Susan for these past eight years of generous service, unmatched expertise, and wonderful friendship. I appreciate you so much and will miss working with you tremendously. Can't wait to see you at the next event! ■



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## Words from some of your biggest fans:

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*In my experience, the best editors have an eye for the details that stick with readers. Susan has been giving back to the club with her fine eye for these details—it's not happenstance that the Motorsport Report has been a pleasure to read the last 7+ years. And in addition to being a great editor, Susan is also simply a stellar person. From working with her as a writer to crossing paths at various driving schools and autocross events, I have found she is always quick to ask how you (and your car) are faring and offer words of encouragement for your driving day. She will be missed at the helm of the Motorsport Report but hopefully that means she'll have more time to get behind the wheel!*

- KRISTEN ARENDT

*In nearly 10 years on the RMC board I've never encountered any other member in the leadership to approach their volunteer work with so much kindness and empathy as Susan Rhodes. Year after year she has been the steady voice of reason and pragmatism on*

*the chapter's board. She's been extremely effective in accomplishing the club's goals by always finding common ground with those she works with. She's always been able to bring consensus in the group or behind the scenes because of the respect many hold for her.*

*The integrity she conducts herself with is one most of us only imagine ourselves to have. At times where most of us mortals would push back or become argumentative when challenged, Susan would listen to colleagues' perspectives. Susan is equally talented at having her fellow board members' ears when she speaks. Susan is usually one of the last people in the room to insert herself into a debate, but others know it is important when she speaks up.*

- CORY ROWAN

*Susan is without question one of the most endearing and effective people I've worked with. Having her as a member of the BMW committee has been such a tremendous asset to the club. I want to thank her for everything she's done and look forward to seeing her out still at all the events. Thank you Susan!*

- BRYCE KLIEWER  
RMC BMW Vice President



*RMC is fortunate to have such a special person like Susan Rhodes whose hard work and passion made such an immediate impact on the BMW community. In every project she tackled, Susan taught us something new and showed us how invested she was that every MSR was better than the last. Her bright smile, positive attitude and the respect she gives to others makes a difference at every event. Thank you Susan.*

- JANET KIYOTA  
RMC BMW President



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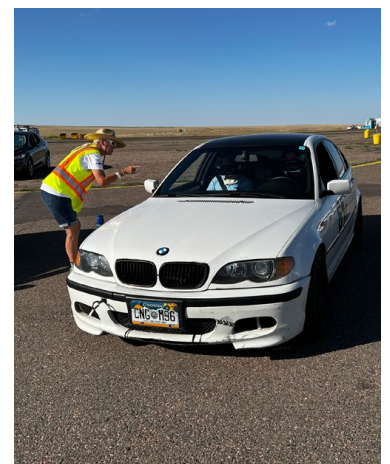
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# FALL DRIVING SCHOOL FUN AND PHOTOS

The 2022 Fall High Performance Driving Education (HPDE) event was held on September 3-4th at High Plains Raceway. Many thanks to Matt Johnson, Andrew Colfelt, Friso Schlottau, as well as all of the incredible instructors and volunteers that spent not only the weekend working the event, but who also spent the preceding months planning for this fast and fun weekend! ■







# PASSING ON A PASSION

BY: STEVE MOODY

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For those of you involved in Autocross, HPDEs, and Time Trials, you probably know that one guy or gal that just seems to get it. When they first started, you could easily beat them around the course. They were frustrated, but eager to learn. You cheerfully passed along your knowledge and experience and they learned quickly. Before long, they put it all together and started to match your times. You enjoyed the friendly competition at first. Now you struggle to keep up with them despite the fact that you have been doing this much longer than they have. They are now the ones critiquing your driving and giving you pointers. You haven't had this experience? Try having a son or daughter involved in motorsports.

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I ask myself, how did things get to this point? I was the kid with a Hot Wheel in each pocket racing around the neighborhood on my Big Wheel dreaming of the day when I could drive. I rarely missed an episode of Speed Racer on the local TV station and the local arcade received a portion of my meager earnings in exchange for a few minutes of simulated speed.

I am not sure where I got it from though. My Dad was an accountant and auditor. For him, a good car was one that was relatively cheap to purchase and operate. Fun to drive was not part of the equation. We had a string of boring cars when I was growing up that met my father's criteria. They included cars like the Plymouth Valiant, Dodge Dart, Chevy Vega, Chevy Van, Chrysler K-Car, Datsun Pickup, and Ford Escort. Not much to stir the soul. I could only read about the cool cars in the magazines at the school library.

When I finally got a job that made a decent salary, I bought myself a lightly used 1991 Mercury Tracer LTS. If you are not familiar with it, the Tracer LTS was a close cousin to the Mazda Protégé and had the same 1.8-liter Mazda 4 cylinder from the later years of the first-generation Miata. With a couple of tweaks to the engine to add a few extra horsepower and a set of sticky Yokohama tires, it was a blast to drive. Car and Driver even saw fit to place it on their '10 Best List' the year it came out. I would use the back roads for my daily commute so I could ring out that little engine and throw it into the corners. After a couple of years driving it, I was forced to add another accessory, a baby seat for my son Christopher.

I am not sure if riding around in that little Mercury had an effect on my son or not, but he inherited my love of cars. He really didn't have much of a choice. Our house was full of Hot Wheels, car magazines, and racing video games. The cars my wife and I owned tilted toward fun to drive, instead of cheap to own. The pinewood derby cars Chris and I built for Cub Scouts collected trophies.

My involvement with motorsports started in early 2004 at age 35 when my wife and I purchased a CPO 2001 BMW 525iT as the family hauler. I had always wanted to do motorsports and now I had a car that actually had a club associated with the brand. I promptly joined the National Capital Chapter of the BMW CCA and started taking the 5er to the autocrosses. I am sure the E39 wagon was quite a sight out there sliding around and dodging cones. I was usually in a battle with some other driver to not be in last place, but I didn't care, I

was having fun. Later that year, a Christmas present to myself was a CPO 2001 BMW 330i sedan. The E46 soon led to full-blown addiction. I took it to the autocrosses, car control clinics, and HPDEs. I also started reading books about car setup and driving technique. Boxes with performance parts inside started appearing on the porch.

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By this time, Christopher was 10 years old. The NCC BMW CCA folks would let Christopher ride along at the autocrosses provided he had a helmet on and sat in the back seat. Even with the smallest helmet they had, he looked like a bobble-head sitting back there. He loved it.

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There is one autocross in particular from those early days with the 330i that stands out in my memory. We were at a lot in Bowie, MD and it was pouring down rain as it often does on the East Coast. I was taking a run at the course with Christopher belted into the backseat. We were coming through a long sweeping turn and the rear of the 330i started to come around. I managed to keep the car from spinning, but I drifted through that corner looking out the driver side window to see where we were going. After I finally got the car back under control, I heard a small voice come from the back seat saying, "Do that again, Dad!"



Over the next several years, Christopher got into racing video games. He started with Lego Racers and Mario Kart. Later he progressed to Need for Speed and Gran Turismo 3, 4, and 5. I would sometimes play them with him and couch him on all the things I learned from the autocross schools and HPDEs. I showed him the racing line through different types of corners, trail braking, setting up a pass, and how to configure his cars in the game to make them handle the way he wanted them to. He played those games for hours.

When Chris was old enough to get his learner's permit, he learned to drive in my 330i. A much different beast from the 1974 Dodge Dart I learned to drive in, although they both had a straight 6 engine and 4 doors, the similarities basically ended there. Once he had the basics of driving down, we started to autocross together. He soon discovered that real cars don't behave quite like their virtual counterparts. Chris was frustrated at his position in the final results, but learned quickly. After a couple of seasons, he was routinely meeting or beating my times. The student was now giving the teacher lessons.

When Chris turned 18, he joined me at a Rocky Mountain Chapter BMW CCA Drivers School. At the end of his first track day, his instructor recommended he be moved up to the next faster group (from D to C) at the next school. This scenario repeated itself after the next three driver schools. After just four track days, he was joining me in the Advanced (A) group. I was shocked! It took me years to progress that far. I guess

all those hours behind the controls of virtual cars was worth something.

At the Spring Drivers School last year, I got to thinking about how we sometimes pass our passions on to our children. This thought crossed my mind as I watched Andrew Jordan, his daughter, son-in-law, and grandkids all spending the weekend at the track. Three generations enjoying motorsports together. Those kids are growing up in a world where racecars are just part of life.

I now look forward to the day when Chris is forced to add a new accessory to the back of his fun daily driver, a baby seat. That kid is going to clean Chris' clock.

A side note on the 330i. After 18 years and almost 230K miles while in our possession, the 330i is considered a member of our family. That car has taken us from the barrier islands of North Carolina to the San Francisco Bay and many points in between. I did my



first HPDE in that car. I taught two boys to drive in that car. Chris did his first HPDE in that car. My younger son Eric drives it now and he gets a little upset when we even hint at selling it. Eric need not worry. We have no plans to sell it, ever. Only plans to gut it, and turn it into a race/time trial car. ■

## THE Z SERIES CAR CLUB OF AMERICA

BY: JON MOORHEAD

The Z Series Car Club of America (ZSCCA) is a Special Interest Group of BMW CCA dedicated to the enjoyment of all Z-Series BMWs. The Hi RockeeZ group is active in Colorado. **Find us on Facebook or visit us at: [www.zscca.org](http://www.zscca.org).** ■



# PHILES' FORUM

BY: VIC LUCARIELLO

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Hello, Bimmerphiles! This time out I want to address the alternator-mount bushings on some older models.

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Although for many years now BMWs have had rigidly mounted alternators, there are still some Bimmers out there, especially in enthusiast hands, with alternators mounted in “rubber” bushings. Standout enthusiast cars in this group are the E24 M6, the E28 M5, and the much beloved 2002 and E30 M3. The less-beloved E30 325e and 318i models have these bushings as well. I would say that all these cars either have new alternator mount bushings or they need them!

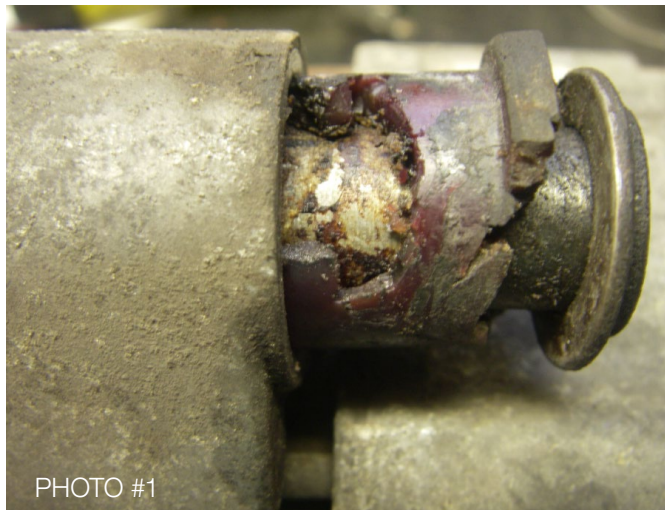
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The problem with these bushings is that, as they deteriorate with age, heat, vibration, and the load of the alternator belt, the alternator gradually loses its alignment with the water pump and crankshaft pulleys.

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Initially, this only results in perhaps some increased belt noise and tension loss. However, ultimately the alternator will start flapping around, and in the extreme case, throw its belt. When this happens, the coolant pump also stops turning, with predictable results. This is why you must check alternator belt tension and alternator alignment as part of your normal maintenance regimen. E30 M3s are notorious for throwing their alternator belts at the track, and deteriorated alternator mount bushings are a contributing factor.

The good news is that replacement alternator mount bushings are still available right from BMW. For all the aforementioned Bimmers, the bushing part number is 12-31-1-268-433, and you will need four of them. For a 2002, two different bushings are required, so check with your dealer or parts supplier. The friendly parts folks at your



local BMW dealer should be able to get bushings for you in a couple of days. While you are ordering the bushings, I recommend you also order a couple retaining rings, part number 12-31-1-276-226. Bosch offers bushings of a “harder” material, and many folks have used them. I personally prefer the OE bushings from BMW. The less-resilient aftermarket bushings, while seeming to last longer, transmit more engine vibration to the alternator.

Although changing alternator mount bushings is fairly straightforward, I'd like to share some tips gleaned from a recent job on a 325e. Begin by disconnecting the battery, then removing the wires on the backside of the alternator. Unless you are related to Harry Houdini, I suggest you remove the air filter housing as your first step. And before you begin this job, know that a good snap-ring pliers makes things infinitely easier.

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To remove the alternator, first remove the bolt that passes through the alternator and its tensioning bracket. That is the easy one. The harder one is the long one (usually the lower one) that passes through the alternator and its alloy mounting bracket.

---



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Some bolts have a captive nut, while on others you will have to sneak a 13-mm box wrench down there to hold the nut. If the lower bolt won't break loose, don't force it, as an 8-mm bolt is not hard to wreck. Instead, put some penetrating oil on the nut and on where the bolt passes through the alternator mounting bracket and let things soak overnight. Repeat as necessary. When the bolt finally breaks loose, rock it back and forth a few times and apply some more penetrating oil before you try turning it to remove it. I coat the bolt with anti-seize compound when reinstalling. I like to replace both 8-mm (13-mm hex) locknuts whether they need it or not. So, add these to your parts-acquisition list (07-12-9-906-196).

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Speaking of the tensioning bracket, take a close look at its teeth. I have replaced many of these brackets due to stripped teeth.

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Once the alternator is on the bench, the fun part of the job begins. Note carefully the orientation of the retaining rings that hold the bushings and their inner sleeves in place. One is on the front side of the alternator while the other is on the rear side. Be sure to maintain the as-found orientation. I did this by replacing one bushing pair at a time, and by remembering that the two retaining rings are on opposite ends of the alternator.

After removing a retaining ring, the bushings and their inner sleeve usually press out by hand or with a little persuasion with a SMALL hammer. No BFHs please! Photo #1 depicts what you might expect with 40-year-old bushings! Be sure to clean thoroughly the bores in the

PHOTO #3



alternator housing that receive the bushings. (see Photo #2). Photo #3 shows one pair of new bushings and a cleaned-up inner sleeve ready for installation.

The trick to this whole job is getting the retaining rings back in their grooves in the bushing inner sleeves. After slipping the new bushings (I lubricate them with liquid hand soap or personal lubricant) into place and pressing in the inner sleeve, you will note that the bushings need to be slightly compressed in order to get the retaining rings back into their grooves. Over the years I have tried several different methods of effecting this, but this last time I hit on something that is sheer simplicity.

See Photo #4. I took an 8-mm bolt (actually one of the alternator-mounting bolts), and slipped it through the inner sleeve. On the retaining ring end of the sleeve, I started the ring over the end of the sleeve and pushed the ring down as far as it would go. Then I slipped a 9/16



(a 14-mm might do) socket over the bolt, put on a nut and washer, and ran the nut down until the retaining ring clicked into its groove. In the photo, you can see the retaining ring, happy as a clam, just under the socket.

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One final tip: One of the wires you disconnected from the backside of the alternator is the alternator ground wire.

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Check carefully the condition of the alloy alternator housing where the ground wire attaches, and clean off any corrosion (see Photo #5). Also clean up the lug on the ground wire. While you are at it, follow the ground wire to its other end, disconnect it and clean that up as well. Many an alternator has been replaced needlessly because of corrosion of this ground wire. Keep in mind that every ampere of current that leaves the alternator must return via that ground wire. Your Bimmer will love you for it.



Note regarding part numbers: When ordering parts, always furnish your supplier with the last seven characters of your VIN.

That's all for now, Bimmerphiles. See you next time!

*Anyone wishing to contribute to Philes' Forum can contact me at [02vito@gmail.com](mailto:02vito@gmail.com). I'm interested in tech tips, repair/maintenance questions, repair horror stories, emissions-inspection sagas, product evaluations, etc.*

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# VAIL CONCOURS AND CAR SHOW

BY: JIM FLINT

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For anyone who couldn't make the Vail Concours and Car Show, we missed you!

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We had a good turnout with five members of our chapter attending: Tom Farrell, Eric Gamighian, Dale Huff, Todd Sandin, and myself. On Friday, we drove an out-and-back to Steamboat Springs for a picnic lunch. There were about 70 cars on the drive total. We broke into three different driving style groups, so everyone was able to go at their own pace and have a good time. Todd and Gretchen brought their beautiful 3.0 CSL, Tom and Pat brought their M550, Bob brought his 135i convertible, and

Dale brought his E46 convertible and took first place in his group at the car show.

I had my i8 Roadster which attracted lots of questions. On Saturday, some people drove to Leadville for lunch and continued on for additional drives. The rest of us stayed in Vail to enjoy the Oktoberfest celebration with beer and pretzels. Sunday was the car show and they put us on the main plaza, so we had lots of people milling about asking questions about our cars. There was quite a collection of rare Porsches, both new and classics.

We will send out a notice next year when they announce the dates. I hope you can join us then! ■



# REVIEW: 100TH RUNNING OF THE PIKES PEAK INTERNATIONAL HILL CLIMB CELEBRATION

PRESENTED BY WINSLOW BMW OF COLORADO SPRINGS

BY: CHRISTINE FOLEY

What promised to be a really fun car show with amazing cars, friends, food, and lots of great stories turned out to be a quite wonderful weekend.



I first remember contacting Gregg Randolph, the general manager at Winslow BMW, to ask how our RMC BMW car club could offer our help in preparing for the 100th running of the Pikes Peak International Hill Climb event at their property. That led to this event that turned out to be just quite smashing. We had many different eras of BMWs along with a stellar lineup of ///M Cars in celebration of the 50th Year of ///M.

First off, a big thank you should go out to Phil and Ann Winslow, the exemplary owners of Winslow BMW, for hosting this great event on behalf of the 100th Pikes Peak International Hill Climb.



For anyone seeking historical information about this 100-year event, I would highly recommend going to The Broadmoor and wandering through their palatial property. It will help you to visualize how magnificent this event truly is. You can also find quite a bit of information on the Pikes Peak Hill Climb site as well.

There were several different areas at Winslow where we had staged cars. First and foremost, we had many members and guest ///M cars staged outside the front of the dealership. The second area, where we had cars strategically parked by the employees of Winslow, was inside the main dealership. I am pretty sure we got a record number of cars parked in there so it made for a very festive time walking around and looking at all the different models. Representatives from the ///M

Performance school set up alongside us inside the dealership in order to promote the Performance driving schools while also offering a nice discount to anyone who chose to sign up for a school on this date.

The overflow parking ended up staging their cars in the large back service bay area where most of the weekly work takes place servicing their cars. You would have never known it was a service bay, as it was sparkly clean and shiny.

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Gratefully, three of the racers, Laura Hayes, James Clay, and Tim Hardy, were able to show their cars prior to the race on Sunday.

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All three of them had their amazing race cars staged in the service bay along with nine other race cars. James Clay and Tim Hardy took 11th and 12th overall in the race and Laura Hayes took 37th. What a great race for all of them based on the intense weather conditions on race day.

Besides the RMC BMW CCA members and other guests, The Golden Era BMWs had their separate parking area where they had their own car show with many amazing BMWs on site. They are a younger group of men and women who have a gigantic passion for everything BMW.

While finding them on Facebook, I joined their group and then was able to ask them to join us for the 100th running event. The more the merrier is always my motto!

Two food trucks and an ice cream truck were parked just outside the indoor service bay area. A locally-owned homemade ice cream truck, Josh and John's, offered really tasty ice cream. The truck was actually a VW bus

that had a custom top that popped up that turned into an open-air ice cream truck.

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Representing the club in the role of membership enhancement was David Jobusch. He was on hand to answer questions and share some fun giveaway items that were donated from BMW National. A huge thank you to David for volunteering to help with that for the event.

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A big highlight of the day was the custom-made hats that Gregg Randolph and Winslow BMW donated and gave away to attendees. They were a HUGE hit and quite a special piece of memorabilia. At one point, I saw the line waiting outside Gregg's office span the length of the dealership – they were that popular!

Thankfully the weather held out with only a very light threat of rain. The wind was a factor in that we were not able to drone the event as planned, but we did have on





hand several different photographers who took some amazing photos throughout the day.

On Friday, I looked into an event called Fan Fest. I really didn't know much about it and decided to attend. It spans many blocks of the main downtown area of Colorado Springs. Numerous blocks were all closed off to only foot traffic and the event consisted of the racers' cars, racers and their crews, along with many different sponsors, vendors, live music, and food trucks. Nitro Circus was there and they had some of their motorcycle stunts happening right in the streets for the crowd to enjoy. Lots of free giveaways were offered along with being able to climb into some of the race cars. Winslow BMW had a few cars staged and Gregg was on hand to answer any questions. They even had a car that was specially wrapped and allowed guests to sign a special note to the racers. It turned out to be quite the experience and it was a great start to the celebration of the 100th Pikes Peak International Hill Climb.

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A special thank you should go out to each and every person who brought their car to

show for the event. There are so many of you I am not sure I can dutifully write you all down without possibly forgetting someone.

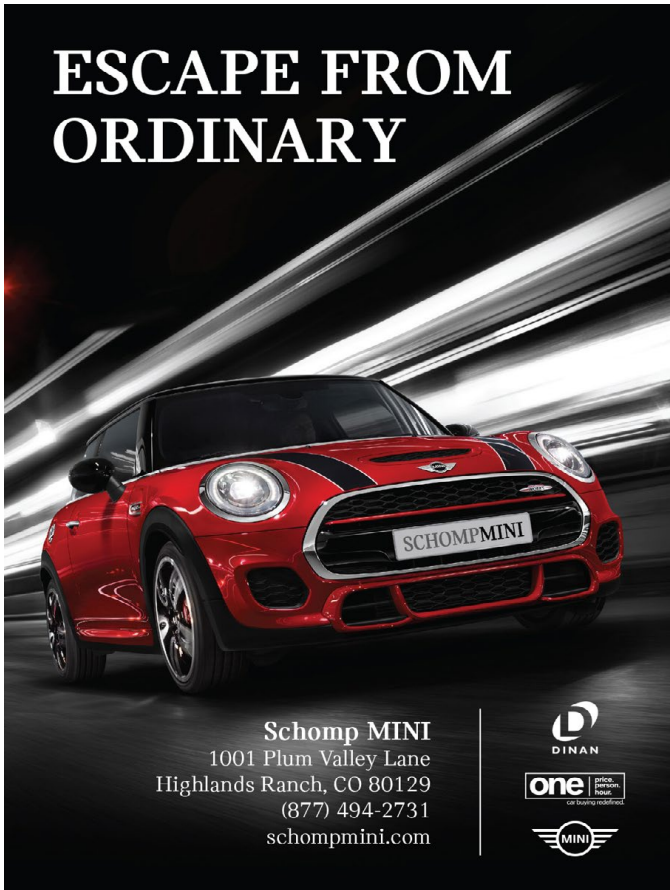
I would especially like to thank Dr. Rick Meinig for helping to stage the older versions of the BMWs that were inside. He was a great help in taking over that area.

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At the end of the day while people started to head out, there was large group of BMWs that paraded over to the Children's Hospital where a donation was made and special BMW bears were given to the children at the hospital. It was a great hit and made the children's day very special.

All in all, this gathering turned out to be a huge success and plans are already in place to have the 101st celebration at Winslow even bigger and better! It sure was a lot of fun and great to see all the happy BMW people in attendance. Make sure to keep an eye out for next year's date. It promises to be Grand! ■

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